

15.24 Principal commodities in water-borne cargo loaded and unloaded at ports handling large tonnage in 1977 and 1978 (tonnes) (concluded)

| Year, port and commodity | International | | Coastwise | | Total |
|------------------------------|---------------|----------|-----------|-----------|-----------|
| | Loaded | Unloaded | Loaded | Unloaded | |
| 1978 (concluded) | | | | | |
| TORONTO | | | | | |
| Fuel oil | 141 620 | 957 223 | 275 036 | 1 187 750 | 2 561 629 |
| Coal, bituminous | — | 51 299 | 209 344 | 186 267 | 395 611 |
| Cement | — | — | — | — | 51 299 |
| Wheat | — | — | 11 975 | 465 164 | 465 164 |
| Salt | — | 188 886 | — | 180 681 | 192 656 |
| Raw sugar | — | 178 937 | — | 113 672 | 302 558 |
| Soybeans | — | 258 617 | — | — | 178 937 |
| Barley | — | — | — | 2 325 | 260 942 |
| Other commodities not listed | 141 620 | 279 484 | 53 717 | 83 951 | 83 951 |
| | | | | 155 690 | 630 511 |
| NEW WESTMINSTER | | | | | |
| Sand and gravel | 1 100 555 | 551 376 | 501 652 | 2 104 281 | 4 257 864 |
| Logs | — | 75 659 | 11 285 | 818 984 | 905 928 |
| Pulpwood | 974 | 8 314 | 45 695 | 484 467 | 539 450 |
| Lumber and timber | 614 508 | — | 322 415 | — | 936 923 |
| Cement | 164 744 | 15 | 33 531 | 165 886 | 364 176 |
| Pulp | 25 844 | — | 10 793 | 189 941 | 226 578 |
| Other commodities not listed | 6 083 | — | — | 14 967 | 21 050 |
| | 288 402 | 467 388 | 77 933 | 430 036 | 1 263 759 |

¹Includes Roberts Bank.

15.25 Vessels and tonnage handled by harbours administered by the National Harbours Board,¹ 1977 and 1978

| Port or elevator | Year | Vessel arrivals | | Cargo handled tonnes | Grain elevator shipments tonnes ^F |
|-------------------|------|-----------------|----------------------------------|--------------------------|--|
| | | No. | Gross registered tons* ('000) | | |
| St. John's, Nfld. | 1977 | 1,274 | 2,786 | 924 398 ^F | — |
| | 1978 | 1,626 | 3,418 | 995 924 | — |
| Halifax | 1977 | 2,109 | 17,767 | 14 027 017 | 588 577 ^E |
| | 1978 | 2,252 | 18,829 | 14 063 809 | 417 951 |
| Saint John, NB | 1977 | 1,848 | 21,310 | 8 396 475 | 506 824 |
| | 1978 | 1,861 | 21,486 | 12 561 651 | 339 910 |
| Belledune, NB | 1977 | 30 | 269 | 232 038 ^F | — |
| | 1978 | 41 | 379 | 362 954 | — |
| Sept-Îles | 1977 | 1,514 | 22,021 | 32 447 271 | — |
| | 1978 | 1,067 | 16,146 | 22 760 319 | — |
| Chicoutimi | 1977 | 126 | 500 | 640 990 ^F | — |
| | 1978 | 131 | 571 | 708 149 | — |
| Baie-des-Ha! Ha! | 1977 | 393 | 3,548 | 4 240 322 ^F | — |
| | 1978 | 306 | 3,382 | 3 759 781 | — |
| Quebec | 1977 | 1,535 | 13,922 | 15 316 436 ^F | 4 682 857 ^E |
| | 1978 | 1,631 | 14,649 | 15 325 110 | 5 372 800 |
| Trois-Rivières | 1977 | 507 | 3,605 | 2 663 254 | 1 435 319 ^E |
| | 1978 | 513 | 5,261 | 2 993 153 | 2 175 339 |
| Montreal | 1977 | 4,363 | 39,367 | 19 809 226 ^F | 4 550 717 |
| | 1978 | 4,440 | 44,198 | 20 385 720 | 4 467 199 |
| Prescott | 1977 | 99 | 793 | 511 960 ^F | 369 710 |
| | 1978 | 64 | 572 | 311 910 | 178 431 |
| Port Colborne | 1977 | 35 | 232 | 295 643 ^F | 295 643 |
| | 1978 | 17 | 139 | 162 374 | 162 374 |
| Churchill | 1977 | 61 | 606 | 815 951 | 755 244 |
| | 1978 | 41 | 458 | 600 233 | 542 697 |
| Vancouver | 1977 | 22,746 | 87,720 | 42 736 810 | 6 837 423 |
| | 1978 | 21,962 | 93,389 | 45 210 308 | 7 740 080 |
| Prince Rupert | 1977 | 1,406 | 3,053 | 1 137 783 | 424 490 ^E |
| | 1978 | 1,500 | 4,750 | 1 973 536 | 1 077 369 |
| Total | 1977 | 38,046 | 217,499 ^F | 144 195 574 ^F | 20 446 804 ^E |
| | 1978 | 37,452 | 227,627 | 142 174 931 | 22 474 150 |

¹National Harbours Board data may differ in some instances from data in Tables 15.23 and 15.24, due to some differences in physical definitions of the ports, and to the use in some cases of different source documents.

^FThe capacity of the spaces within the hull, and the enclosed spaces above the deck, available for cargo and passengers, including spaces used for the accommodation of officers and crew, navigation, propelling machinery and fuel. A registered ton is equivalent to 100 cu ft and it is expected that this internationally recognized measure, like the nautical mile and the knot, will continue in use for some considerable time.